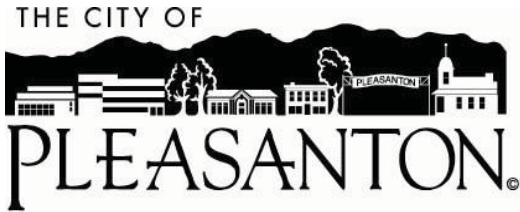


ATTACHMENT 4



**Planning Commission
Staff Report**

August 27, 2014
Item 6.b.

- SUBJECT:** PUD-106
- APPLICANT:** John Gutknecht, Habitec Architecture
- PROPERTY OWNER:** Alameda County Surplus Property Authority
- PURPOSE:** Application for PUD Development Plan for the construction of an automobile dealership consisting of an approximately 31,792-square-foot building with a 2,175-square-foot service canopy and 1,250-square-foot car wash, and related site improvements on the Auto Mall site at Staples Ranch.
- GENERAL PLAN:** Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation
- SPECIFIC PLAN:** Stoneridge Drive Specific Plan Amendment/Staples Ranch
- ZONING:** Planned Unit Development – Commercial (PUD-C) District
- LOCATION:** Approximately 16 acres of the Auto Mall Site at Staples Ranch
- EXHIBITS:**
- A. [Draft Conditions of Approval](#)
 - B. [Project Plans, Project Description, LEED Checklist, Plan to Reduce Operational Air Emissions](#)
 - C. [Draft Minutes of the July 23, 2014, Planning Commission Work Session](#)
 - D. [Location Map and Noticing Map](#)

I. BACKGROUND

Habitec Architecture, on behalf of Chrysler-Jeep-Dodge, has submitted an application for a Planned Unit Development (PUD) for the construction of an automobile dealership at the Auto Mall site at Staples Ranch.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch (Specific Plan) was adopted by City Council on August 24, 2010, and is applicable to the subject site. The Specific Plan contains design standards for properties subject to the Specific Plan, and includes a Mitigation Monitoring and Reporting Program (MMRP).

The proposed application is subject to review and approval by the City Council, following review and recommendation by the Planning Commission. The Planning Commission's recommendation on the proposed application will be forwarded to the City Council for review and final decision.

July 23, 2014 Planning Commission Work Session

The project was reviewed and discussed at a work session with the Planning Commission held on July 23, 2014. Outlined below are the topics discussed at the workshop (the draft minutes from the workshop regarding this item are attached to this report at Exhibit C).

A. Are the on-site circulation, parking layout, and positioning of the building acceptable?

Commissioners indicated that the general circulation for the 16-acre site appears to be acceptable; however the path of travel for a vehicle making a right-turn into the dealership and making another sharp right-hand turn to pull into the service lanes appears to be a significant direction change. Additionally, several commissioners indicated that pedestrian access between the lots appears to be limited, which may constrain the ability of customers shopping for a car to walk between three dealerships on the lot.

B. Does the Planning Commission support the Specific Plan Amendment to allow vehicular ingress from El Charro Road, subject to agreement by parties of the Pre-Development and Cooperation Agreement?

Commissioners indicated if the access is designed safely, then it could be acceptable, but also commented that the distance between the exit and the property's termination at Stoneridge Drive is short, and that high traffic/truck volumes need to be taken into account.

C. Are the building design, colors and materials, and height acceptable?

Commissioners found the building and materials to be generally acceptable, but commented that the façade facing Stoneridge Drive appears stark, particularly with the service bays, and further, that since Stoneridge Drive is a frequently traveled road, this façade should be more architecturally varied.

Work Session Public Comment

David Preiss, from law firm Holland and Knight LLP, spoke on behalf of his client, Vulcan Materials Company. Mr. Preiss indicated he had no issues with the Chrysler-Jeep-Dealership, but wanted to inform the Planning Commission that the Pre-Development and Cooperation Agreement (Agreement) executed in 2007 took years of negotiation and is a very detailed agreement, entailing how to integrate truck and consumer traffic. Mr. Preiss further commented that access from El Charro Road as proposed cannot be approved without consent and agreement from the parties of the Agreement, and that his client has requested to meet with staff and the applicant regarding the proposed access from El Charro Road.

II. SITE DESCRIPTION

The approximately 37-acre Auto Mall site is located north of Stoneridge Drive and the Neighborhood Park, south of Interstate 580, east of the Continuing Life Communities (CLC) site, and west of El Charro Road. Of the 37 acres, the applicant proposes to acquire approximately 16 acres located west of El Charro Road (5 of the total 16 acres would be developed with construction of the Chrysler-Jeep-Dodge dealership). Figure 1 provides a vicinity map of the area.

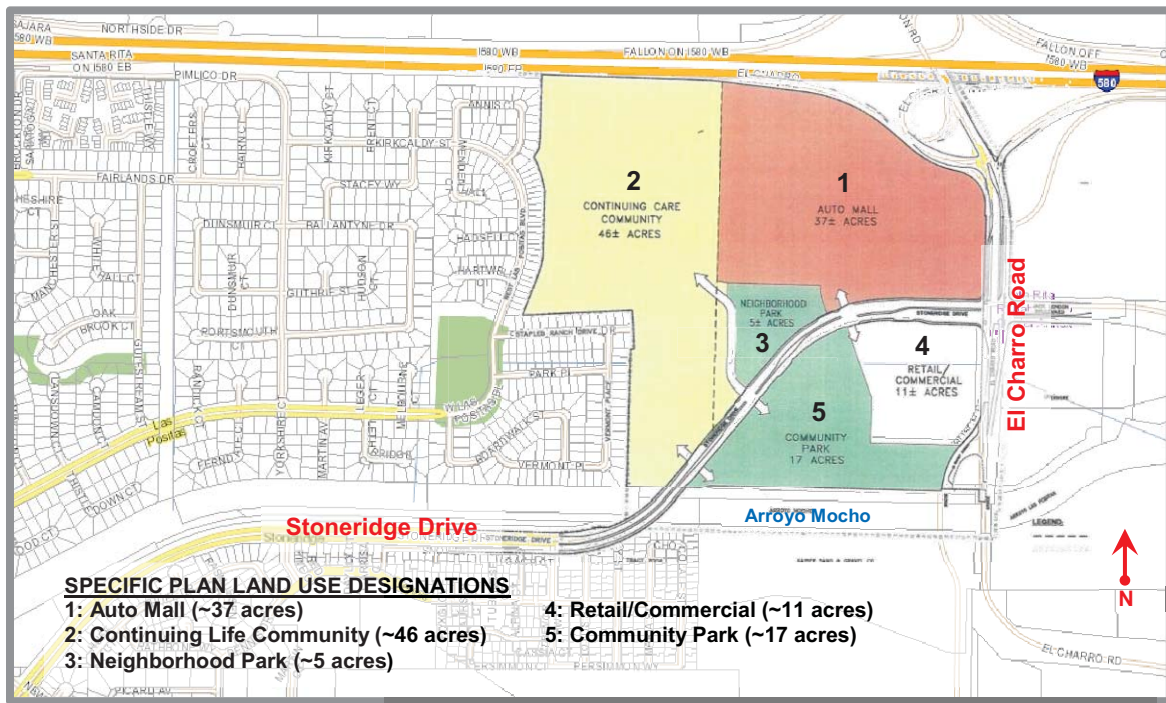


Figure 1: Vicinity Map

As noted in Figure 1, the Auto Mall site is one of five designations within the Staples Ranch area. Other land use designations within the Stoneridge Drive Specific Plan Amendment/Staples Ranch include the Continuing Life Community, Neighborhood Park, Retail/Commercial, and Community Park.

Figure 2 shows the Auto Mall site at Staples Ranch. The recently approved CarMax Auto Superstores project is located on the western 20 acres of the Auto Mall site, and is shown in gray shading.

The remaining 16-acre site is located east of the CarMax Auto Superstore site, west of El Charro Road, and north of Stoneridge Drive. The proposed Chrysler-Jeep-Dodge dealership is proposed in the northwestern area of the 16-acre site (the footprint of the proposed building is highlighted in purple in Figure 2). The blue lines in Figure 2 identify where the planned property lines for the three lots are anticipated.

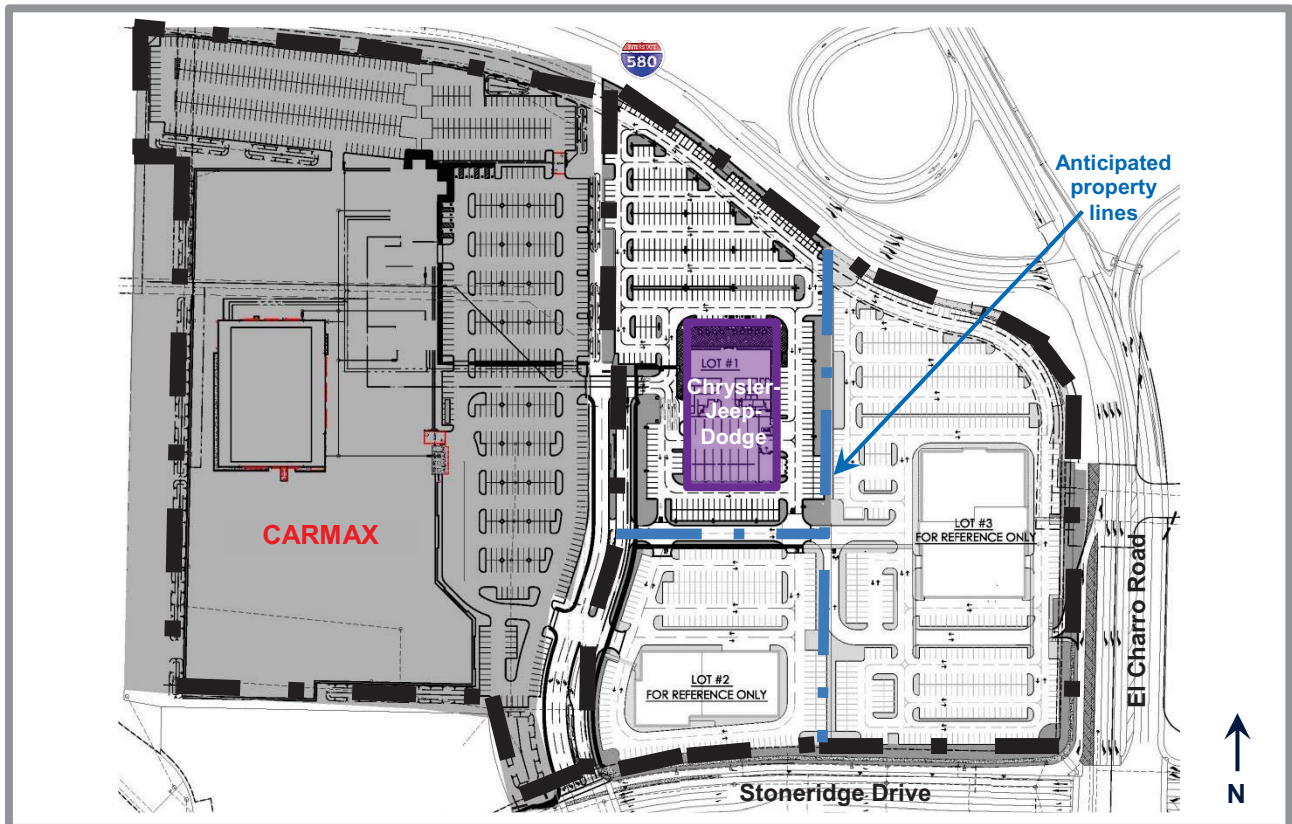


Figure 2: Staples Ranch Auto Mall Site

The 16-acre site is vacant and relatively flat, with elevations ranging from approximately 351 feet near the northwestern corner to 354 feet near the southeastern corner. No driveways or entry drives currently provide access to the site, and no mature trees are located on the site.

III. PROJECT DESCRIPTION

The applicant proposes to construct a new and used automobile dealership consisting of an approximately 31,792-square-foot building with a 2,175-square-foot service canopy and 1,250-square-foot car wash, and related site improvements on approximately 5 acres of the Auto Mall site (Lot 1 in Figure 2). The project characteristics are identified below.

- A. **Site Plan and Project Layout:** The applicant has the option to acquire the entire 16-acre site, but immediate plans are to develop only 5 acres for the proposed Chrysler-Jeep-Dodge dealership.
 - a. **Site Access:** The 16-acre project site is accessed from Stoneridge Drive via a shared entry drive (shared with CarMax Auto Superstores). The entry drive has two lanes to enter the project site and three lanes for exiting. The access drive continues further north and ends at a proposed stop sign intersection where incoming visitors would make a right turn into the subject site (or a left turn from the subject site to exit). Two additional access points are proposed from the private entry drive, both for ingress/egress.

Since the Planning Commission workshop on July 23, 2014, the applicant has modified the plans such that there is access between Lot 1 and Lot 2 near the southeastern corner of Lot 1. A condition requires the egress-only access aisle near the southwestern corner of Lot 1 to be constructed with the project. A separate condition requires that the drive aisle that runs east-west and is located between Lots 1 and 2 be constructed with the development of Lot 1.

Also since the Planning Commission workshop on this application, the developer has removed the request for access from El Charro Road and therefore, a condition indicates that access from El Charro Road is not permitted. However, at the time the remainder of the auto mall site is developed, access from El Charro Road will be reconsidered, subject to the Pre-Development and Cooperation Agreement.

- b. Parking Areas and Delivery Truck Location for 5-acre Site: For the 5-acre site, a total of 389 parking spaces are proposed, including: 35 visitor stalls, 245 display stalls, 67 service vehicle stalls, and 49 employee stalls. Generally, the visitor parking stalls are located in close vicinity to the proposed building, north and west of the pedestrian entrance (a few are located further south). The display spaces are clustered in the northern area of the property. Employee and service parking stalls (the majority of service parking stalls are tandem spaces) are located to the east and south of the proposed building, respectively.

In order to avoid conflicts with the anticipated route for emergency vehicles, a delivery area for trucks is proposed near the northwestern corner of the proposed building, in the drive aisle separating the visitor parking from the display parking area.

The dimensions of parking stalls within the employee and visitor parking areas are 9 feet wide by 19 feet deep, with a 25-foot drive aisle. The dimensions of parking stalls within the display and service areas are 9 feet wide by 18 feet deep, with drive aisles that vary between 20 feet and 24 feet.

- B. **Operations**: The operating hours for vehicle sales are anticipated to be 9:00 a.m. to 9:00 p.m., Monday – Saturday, and 9:00 a.m. to 8:00 p.m. on Sunday. The service department is expected to be open from 7:00 a.m. to 6:00 p.m., Monday – Friday, and from 8:00 a.m. to 5:00 p.m. on Saturday. New and used vehicles to be sold at the Chrysler-Jeep-Dodge dealership are expected to be delivered 3 times a week via a transport carrier. The project description included with this staff report as part of Exhibit B provides details on the operation of the auto dealership.
- C. **Proposed Building**: The proposed Chrysler-Jeep-Dodge building consolidates the sales, parts storage, and service function of the dealership. Elevation drawings are provided in the materials for this workshop.

The size of the building has not changed since the Planning Commission workshop. The approximately 31,792-square-foot building consists of the following areas: 15,680-square-foot first floor for showroom and sales, 2,912-square-foot second floor containing office space, and a 13,200-square-foot area on the first floor for vehicle servicing. A canopy where customers would drop off their vehicles for servicing is located on the western side of the building, and an approximately 1,250-square-foot car wash is located on the eastern side of the building. An approximately 400-square-foot detached trash enclosure is proposed within the parking area to the east of the building.

A total of three customer entry-ways are proposed (at the northern, western, and eastern facades); all three entries lead to the showroom. The western and northern pedestrian entries are located where a portion of the building projects out from the main wall and where the base encloses the pedestrian doors on either side. The roof of these “entry elements” is higher than the main roofline of the building (the entry elements are proposed to be 32-feet-8-inches tall; the main roofline is proposed to be 26-feet-9-inches tall; and the roof screen for roof-top mechanical equipment will be 31-feet tall). The customer service lanes are proposed on the western side of the building, and are accessible from the shared entry drive. Figures 3 and 4 show elevations of the proposed building.



Figure 3: West and North Elevations



Figure 4: East and South Elevations

The exterior of the building consists primarily of aluminum composite material (ACM), and two colors of tex-cote over the concrete tilt-up facade. The ACM is proposed in a “Silver Metallic” color and the tex-cote is proposed in Benjamin Moore “Rock Gray” and Benjamin Moore “Pelican Gray” colors. Storefront glass tinted gray (color as “Solargray”) is also proposed.

- D. **Landscaping:** Conceptual landscaping plans inclusive of a plant palette are on Sheets L1.0 – L6.0, and show the 16-acre site and a more detailed plan for the 5-acre site. The bottom two view perspectives shown on Sheet A6.3 of the plans show the landscaping at initial planting and with 10 years of growth.

Proposed tree species (all are proposed to be 24-inch box size) include: Sawleaf zelkova, Deodar cedar, Pink crape myrtle, Flowering pear, Coast live oak, and Mexican palo verde. The trees are located around the perimeter of the 16-acre site and around the anticipated boundary of the 5-acre site. A condition of approval requires the applicant to identify the proposed tree species along Stoneridge Drive and El Charro Road, and along the shared entry drive approved for the CarMax Auto Superstores application, and to ensure the species and planting spacing is consistent with nearby existing conditions for overall consistency.

A variety of shrubs and ground cover are proposed in various planter and bio-retention areas. Landscaping has been incorporated in planter boxes (approximately 3 feet high) directly in front of the dealership’s northern façade, and around the northern, eastern, and western building perimeters (the southern façade consists of roll-up doors for vehicular access to the service area). Planting would be tolerant of recycled water. Figure 5 shows the proposed landscaping plan.



Figure 5: Proposed Landscaping Plan

- E. **Lighting:** The proposed lighting plan for the 5-acre Chrysler-Jeep-Dodge site is included on the last sheet of the project plans (the remainder of the site does not have a lighting plan at this time). Pole-mounted lighting at a height of 25 feet above finished grade is proposed in the parking lot areas and wall-mounted fixtures 10 feet above finished grade are proposed for the building. A separate plan for lighting during *non-operational hours* has not been shown, but in accordance with the MMRP, all exterior parking lot lighting levels during non-operational hours must be designed such that they do not exceed 10 footcandles. The maximum height for pole lighting as required by the MMRP within the sales and service lot is 25 feet. Table 1 identifies the proposed lighting levels during operational hours.

Table 1: Proposed Lighting Levels During Operational Hours, in Footcandles

	Proposed Average	Proposed Maximum	Proposed Minimum	Maximum Permitted
Customer, Employee, and Service Areas	5.1	12.9	1.1	10
Sales and Display Area	11.4	18.1	2.4	30¹
Sales and Display Area Adjacent to Freeway	3.1	4.8	0.3	30^{1, 2}

¹ Designated display areas where merchandise is presented to customers is permitted to be a maximum of 30 footcandles, and the location of such designated display areas is required to be identified on the lighting plan (other areas are limited to a maximum of 10 footcandles).

² The first row of lighting by the northern property line is allowed a maximum level of 50 footcandles.

As shown in Table 1, the proposed lighting plan distinguishes between three different areas of the 5-acre site:

1. The *proposed* maximum lighting level in the “customer, employee, and service” area is 12.9 footcandles, where the *permitted* maximum level is 10 footcandles;
2. The “sales and display area” farther from the freeway is proposed to be a maximum level of 18.1 footcandles, where the *permitted* maximum level is 30 footcandles in approved designated display areas; and
3. Similarly, the “sales and display area adjacent to the freeway” is permitted to be a maximum level of 30 footcandles in approved designated display areas (however, the MMRP allows the first row of lighting by the northern property line to be a maximum level of 50 footcandles). A maximum lighting level of 4.8 footcandles is proposed in this area.

Lighting is discussed in further detail in the “Analysis” section of this report.

- F. **Signage:** Conceptual signage is shown on the plans, but a formal application would be required for any decision related to signage. The applicant would be required to incorporate any freeway-oriented signage onto the pylon sign approved with the CarMax Auto Superstores application.
- G. **Parcel Map and Easements:** CarMax Auto Superstores, developer of the approximately western 20 acres of the Auto Mall site, has received approval for a parcel map to subdivide the entire Auto Mall site into two parcels (lots consisting of approximately 19.66 acres and the subject site, approximately 16 acres). Subsequent to PUD review by City Council, the Chrysler-Jeep-Dodge applicant has indicated that the 16-acre site would be further subdivided into 2 or 3 lots. In either case (whether the parcel map proposed to create 2 or 3 lots), the 5-acre site would be independent of the remainder of the parcel. The plans indicate that all existing easements would remain.
- H. **Grading and Drainage:** Sheet C-4.0 shows the preliminary grading and drainage plan for the 5-acre Chrysler-Jeep-Dodge project site. The site would be graded such that finished grades would vary between 352 feet and 354 feet. Minimal grading is

expected to create proper drainage for the site; however any existing stockpiled dirt on the site would be redistributed to the entire 16-acre site.

IV. ANALYSIS

Land Use

Conformance with General Plan

The General Plan land use designations of the subject property are “Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation.” The proposed commercial use is consistent with these land use designations. Below are some of the General Plan Goals, Programs, and Policies that the project is consistent with or would promote:

- Land Use Element Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.
- Land Use Element Policy 4: Allow development consistent with the General Plan Land Use Map.
- Land Use Element Policy 13: Ensure that neighborhood, community, and regional commercial centers provide goods and services needed by residents and businesses of Pleasanton and its market area.
- Economic and Fiscal Element Goal 2: Sustain the community’s quality of life with a vigorous and diverse economy.
- Economic and Fiscal Element Policy 5: Focus City efforts on supporting and assisting Pleasanton businesses success.

The project is consistent with these goals, policies, and programs in that the auto-dealer use on the site is consistent with the land use designation. The site is located within the Stoneridge Drive Specific Plan Amendment/Staples Ranch Specific Plan as part of the Auto Mall site. It is currently vacant and the development of the automobile dealership and service center is consistent with the intended land use of the site, and would provide an additional option for interested car buyers in Pleasanton. Due to the site’s location adjacent to Interstate-580, the dealership will have enhanced visibility, potentially increasing the customer base in the Tri-Valley region and the San Francisco Bay Area.

Stoneridge Drive Specific Plan Amendment/Staples Ranch Specific Plan

The subject site has a Specific Plan land use designation of Auto Mall. The Specific Plan identifies design standards pertinent to overall site design, circulation, and landscaping, signage, lighting, and operation. The proposal meets these design standards, either as shown on Exhibit B, or as part of a condition of approval.

Zoning and Uses

The subject site is zoned Planned Unit Development – Commercial (PUD-C). Automobile dealerships are permitted uses in the subject zoning designation.

Site Plan

The site plan has been designed to allow access to the site via an entry road from Stoneridge Drive. The entry drive has two lanes to enter the project site and three lanes for exiting. The 16 acre site has three points of vehicular and pedestrian ingress and egress, and the 5 acre site (Lot 1) has two points of access to Lot 2 to the south (one which is egress only and another which is both ingress and egress). While the access from El Charro Road is still shown on the plans, it is no longer proposed. However, if requested by developers of Lots 2 and 3, the applicant and staff agree that the access will be discussed and will involve parties of the Pre-Development and Cooperation Agreement. Generally, staff finds the site plan acceptable.

Floor-Area-Ratio

The proposed project has a floor-area-ratio (FAR) of approximately 4.3% if the calculation is based on the 5 acre site and a FAR of approximately 12.7% if the calculation is based on the 16 acre site. There is no maximum FAR for the subject site, and the project is well below the 35% FAR threshold identified by the MMRP. Commercial projects that exceed a 35% FAR are required to provide additional amenities, such as enhancements to a park or enhancement of trails within the project area.

Parking and Circulation

Parking on the site is divided between visitor, employee, service, and display stalls. Parking stalls and drive aisles within the visitor and employee parking areas meet or exceed minimum dimensions required by the PMC. The majority of the service parking stalls are tandem spaces, and some of the parking stalls and drive aisles within the display area are substandard. However, since these areas are only accessible to employees, staff finds them acceptable. A total of 389 spaces are proposed on the 5 acre site (inclusive of 35 visitor parking stalls). Staff believes this is adequate parking.

In response to comments from the Planning Commission during the July 23, 2014 Work Session, the applicant has added sidewalks and pedestrian crossings at intersections to the project plans, identifying internal pedestrian circulation.

As mentioned previously, circulation to the 16 acre site is facilitated by 3 access points from the entry drive, and two access points are proposed between the 5 acre site and the lot to the south (Lot 2). At this time, access from El Charro Road is not proposed. Although the layout of the developments on Lots 2 and 3 are conceptual in nature, staff finds the general circulation to be acceptable.

Operation

The project description included with this staff report as part of Exhibit B provides details on the operation of the auto dealership, including hours of operation, frequency of vehicle deliveries, and functions, which are generally consistent with other auto dealerships. A

condition of approval requires the applicant to adhere to these hours, and allows the Director of Community Development to modify these hours if complaints cannot be resolved.

Noise

Residential uses are located across Stoneridge Drive, southwest from the site. Existing conditions around the site, such as traffic on Stoneridge Drive and Interstate-580, contribute to the ambient noise level. The operation of the use will be required to meet the City's Noise Ordinance, which stipulates that the business not be allowed to produce a noise level in excess of 70 A-weighted decibels (dBA) at any point outside of the property plane.

As stipulated in the MMRP, prior to issuance of building permits, the applicant will be required to provide a noise analysis prepared by a qualified acoustical consultant that shows how all structures will meet City interior noise level standards [45 dBA peak hour Leq (Equivalent Continuous Noise Level) that would allow the conduct of normal business activities]. Additionally, prior to issuance of building permits, a noise analysis will be required to demonstrate that the proposed car wash and vacuuming areas have been located and designed such that noise does not exceed 60 dBA at any habitable structure (the closest habitable structure is on the CLC site).

Nearby residences could be temporarily impacted by noise during construction of the facilities. Since the project is in proximity to residential uses, staff proposes the "standard" construction hours of 8:00 a.m. to 5:00 p.m., Monday-Saturday (which are also consistent with those referenced in the MMRP). Earlier "start times" or later "stop times" would be subject to review and approval by the Director of Community Development. Construction equipment would be required to meet Department of Motor Vehicle noise standards and be equipped with muffling devices.

Grading and Drainage

As mentioned previously, the site is relatively flat, and the proposed project will not substantially change the existing topography. An "existing conditions" plan is included as part of Exhibit B as Sheet C-1.0, and a preliminary grading and drainage plan is included on Sheet C-4.0.

The preliminary stormwater management plan (Sheet C6.0) indicates that several best-management practices are proposed for purposes of storm water quality control. Bio-retention planters are proposed in the display parking area and along the boundaries of the property.

The City Engineering Division has reviewed the preliminary grading and drainage plan and finds it to be generally acceptable. A condition of approval requires the project to meet the requirements of current Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit. Separate conditions of approval require that the proposed trash enclosure be covered and that an area drain below the enclosure be connected to the City sanitary sewer system, and that the wastewater from the car wash drain into the sanitary sewer system. Trash capture devices will also be required within the project's storm drain inlets or storm drain piping.

Architecture and Design

Architecture

The proposed building incorporates current corporate standards of the Chrysler-Jeep-Dodge franchise. The gray color palette and the general style and shape of the building are characteristic of the corporate standard.

Since the Work Session with the Planning Commission on July 23, 2014, the applicant has added recessed panels to the east (facing El Charro Road) and west (facing shared entry drive and CarMax Auto Superstores) facades. The applicant has also provided section drawings (on Sheet A5.1) that indicate various parts of the building will be recessed (e.g. the wall behind a vertical trellis will be recessed up to 3 inches, the window glazing will be recessed approximately 10.5 inches, the recessed panels located on the upper canopies will be recessed approximately 7.5 inches, and the service roll-up doors will be recessed approximately 7.5 inches). Additionally, for overall consistency, reveal lines and the two-tone gray color scheme has been incorporated on all sides of the building.

Colors and Materials

Colors and materials for the project are depicted on color renderings provided by the applicant and samples of the colors and materials will be provided at the hearing for the Planning Commission's review.

As mentioned in this report, the exterior of the building consists of ACM and two colors of tex-cote over a concrete tilt-up façade (Benjamin Moore "Rock Gray" and Benjamin Moore "Pelican Gray"). While corporate standards do not allow for a cornice around the roofline, a 2 inch metal coping strip is proposed to provide a very slim cornice appearance. Overall, staff finds the colors and materials to be acceptable.

Signage

The elevation drawings and color renderings for the project show the location and general style of wall-mounted signage on the proposed facility. These are conceptual and detailed drawings for signage are required for the review and approval by the Director of Community Development prior to issuance of building permits. Since the July 23, 2014, Planning Commission Work Session, the applicant has added signage within the additional recessed panel on the west façade, above the service canopy on the north façade, and within the recessed panels on the east and south facades. While staff acknowledges that signage is an important feature for auto dealerships, staff believes wall signage on all four facades is excessive. A condition of approval requires the applicant to provide a modified southern façade showing vertical trellises above the roll-up doors with trained vines or alternative enhancement subject to the review and approval by the Director of Community Development.

A four-panel conceptual monument sign approximately 8-feet-1.25-inches tall by 6-feet-5-inches wide is anticipated within the landscape area at the termination of the entry drive. Any freeway oriented signage will be required to be incorporated on the pylon sign approved with the CarMax Auto Superstores application.

Lighting

Lighting maximums are prescribed by the MMRP. The applicant has reduced the lighting levels on the plans to comply with the maximum limits in the MMRP since the Planning Commission Work Session. As noted in the footnotes for Table 1, approved “designated display areas” are allowed a maximum footcandle level of 30. The applicant’s lighting plan indicates the entire sales and display area (roughly the northern half of the 5 acre site) to be the “designated display area.” The “designated display area” is intended to be where merchandise is presented to customers. Staff finds the proposed “designated display area” to be acceptable since the footcandle level is well within the maximum level permitted (a maximum level of 18.1 footcandles is proposed), and because the applicant is not illuminating the area immediately adjacent to the freeway to a level of 50 footcandles. However, a condition requires that if plans submitted for plan check to the Building and Safety Division indicate a greater lighting level than what is shown on the proposed lighting plan, the Director of Community Development has the ability to require that the “designated display area” be smaller.

Table 1 also indicates that the maximum lighting level in the customer, employee, and service area is 12.9 footcandles, which is greater than the maximum permitted level of 10 footcandles. However, the 12.9 footcandle level occurs on the border between the “customer, employee, and service” and the “sales and display area adjacent to the freeway” (where the maximum is 30 footcandles). Staff finds this to be acceptable since the 12.9 footcandle level is modest level above the 10 footcandle maximum, and because it is in the transition area between the two areas on the site.

Green Building

As required by the City’s Green Building Ordinance, commercial projects with 20,000 square feet or more of conditioned space must meet a minimum LEED™ “certified” rating, attaining at least 40 points on a project scorecard. The applicant has provided a preliminary project scorecard that outlines the green building measures proposed for the project, which has been included as part of Exhibit B to this staff report. Some of the green building measures proposed as part of the project include: water efficient landscaping and reduction of water use, use of recycled content materials, use of regional materials, use of low-emitting materials such as adhesives and sealants, paints and coatings, and floor systems, and use of skylights for daylighting. With these measures in place, the project qualifies for 42 points, therefore meeting the minimum required points.

Climate Action Plan

On February 7, 2012, the City of Pleasanton adopted a Climate Action Plan (CAP). The CAP was reviewed by the Bay Area Quality Management District and was deemed a “Qualified Greenhouse Gas Reduction Strategy” in accordance with the District’s California Environmental Quality Act (CEQA) guidelines. Implementation of the CAP will occur over several years, which will result in reductions in greenhouse gas emissions in compliance with the targets set by Assembly Bill (AB) 32 California’s Global Warming Solutions Act. The project would implement required provisions of the CAP. All applicable measures (including those not indicated in Exhibit B plans or not) have been incorporated with a condition of approval.

Landscaping

Since there are no trees on the subject site, none will be removed. The landscaping plans provided as part of Exhibit B include a preliminary planting plan that incorporates both evergreen and deciduous tree species, and indicate the selected species are tolerant of recycled water. Various types of shrubs and groundcover are located within bioretention areas and parking lot planter islands. According to the preliminary plant schedule, all trees are proposed to be 24-inch box size.

While only 5 of the 16 acre site would be developed at this time, a condition requires that landscaping around the perimeter of the entire 16 acre site be provided. Further, conditions require that if permitted by CalTrans, the applicant provide landscaping at the northeast corner of the 16 acre site, the project site’s I-580 right-of-way, and the “triangle-shaped” area south of the off-ramp as indicated in Figure 6.

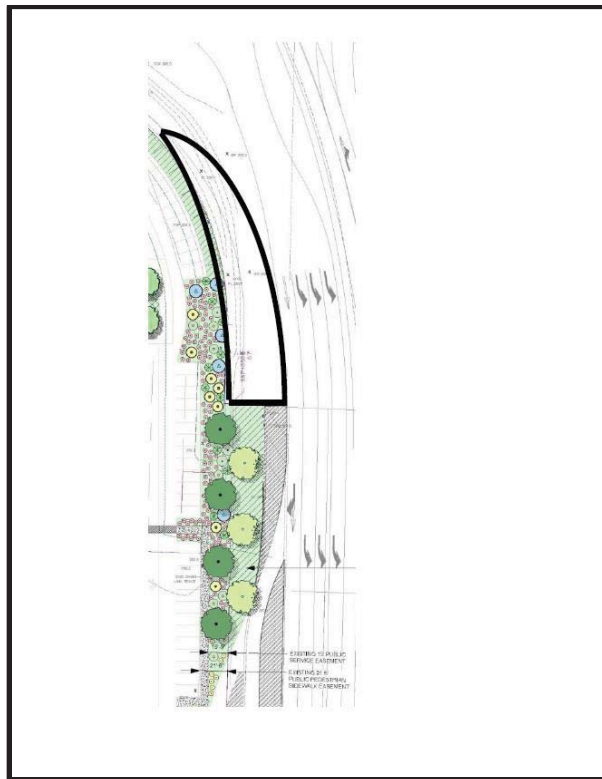


Figure 6: Additional Landscaped Area

As mentioned in this report, a condition requires that the landscaping along the entry drive, Stoneridge Drive, and El Charro Road be clearly identified on permit plans, and that it be consistent in overall appearance and spacing with nearby areas. Further, a condition requires that the project developer contribute to the design and construction of a roadway entry feature near the southeastern corner of the 16-acre site. The feature is intended to be similar (but not necessarily identical) to the feature seen on the City of Livermore side of the Stoneridge Drive/Jack London Boulevard and El Charro Road intersection.

Overall, staff believes that the proposed plant species, quantities, and sizes are adequate.

Development Agreement

The subject property is part of an existing 10-year Development Agreement entered into by the City of Pleasanton and Alameda County Surplus Property Authority (SPA) on September 21, 2010. The Development Agreement identifies that the agreement is applicable to successors of the Auto Mall (and CLC property) within the Staples Ranch development area and as such, no amendments are contemplated for the subject project. The most significant benefit that the City received for entering into the Development Agreement is the 17-acre parcel to be developed in the future as a Community Park. The most significant benefit that the project developers obtained by entering into the Development Agreement is that the General Plan, Specific Plan, and zoning regulations that apply to the site cannot be changed unilaterally by the City, either by the City Council or through a voter-sponsored initiative. The site is also subject to the Funding and Improvement Agreement (Staples Ranch Neighborhood Park/Detention Basin) including a proportional contribution to ongoing maintenance of the detention basin.

V. PUD CONSIDERATIONS

The Zoning Ordinance of the Municipal Code sets forth purposes of the Planned Unit Development District and considerations to be addressed in reviewing a PUD development plan; these purposes and considerations are discussed in this section.

1. Whether the plan is in the best interests of the public health, safety, and general welfare:

The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The subject development would include the installation of all required on-site utilities with connections to municipal systems in order to serve the new development. The structures would be designed to meet the requirements of the Uniform Building Code, Fire Code, and other applicable City codes. A minimum of two emergency vehicle access points will be provided. The proposed development is compatible with the General Plan, Specific Plan, and zoning designations for the site, and would be consistent with the existing scale and character of the area.

Therefore, staff believes that the proposed PUD development plan is in the best interests of the public health, safety, and general welfare, and that this finding can be made.

2. Whether the plan is consistent with the City's General Plan and any applicable specific plan:

The site's General Plan Land Use Designations of "Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation" allows for a varied mix of uses within the Specific Plan area and allows the proposed auto-dealer use. Development of the proposed project will further the implementation of the Stoneridge Drive Specific Plan Amendment/Staples Ranch, as approved by the City Council on August 24, 2010. The Specific Plan anticipates approximately 37 acres to be dedicated to automobile sales

uses, and the subject project would be developing approximately 5 of the 37 acres. As conditioned, the project would adhere to the design parameters of the Specific Plan.

Staff concludes that the proposed development plan is consistent with the City's General Plan, and staff believes that this finding can be made.

3. Whether the plan is compatible with previously developed properties in the vicinity and the natural, topographic features of the site:

The project site is currently vacant. CarMax Auto Superstores has been approved on the site directly to the west, and Stoneridge Creek Continuing Life Communities site has recently been completed farther to the west. The project developer would in the future apply to subdivide the subject 16 acre parcel into either two or three parcels, leaving the remaining approximately 11-acres for a future developer. As conditioned, the project developer will be required to minimize impacts on surrounding neighbors. Some of the required measures are as follows:

- Noise from the carwash will be limited to 60 dBA (Lmax) at the closest habitable structure on the CLC project site;
- Exterior parking lot lighting levels will be designed such that they do not exceed 10 footcandles during non-operational evening hours;
- The use of exterior loud speakers will be prohibited; and
- The project will be required to adhere to the City's standard noise requirements.

Therefore, staff believes that this finding can be made.

4. Whether grading takes into account environmental characteristics and is designed in keeping with the best engineering practices to avoid erosion, slides, or flooding to have as minimal an effect upon the environment as possible:

The site is relatively level with minimum changes in grades proposed. Erosion control and dust suppression measures will be documented in the improvement plans and will be administered by the City's Building and Public Works Divisions. City building code requirements would ensure that building foundations, on-site driveways, and parking areas are constructed on properly prepared surfaces. On-site stormwater will be treated and directed into the stormwater flow control basin within the Stoneridge Creek Neighborhood Park before being released into the Arroyo Mocho. The site is not located within an Alquist-Priolo Earthquake Fault Zone.

Therefore, staff believes that this finding can be made.

5. Whether streets and buildings have been designed and located to complement the natural terrain and landscape:

As mentioned previously, minimal changes to the natural terrain are proposed. Development of the site complements the natural terrain by making only minor changes as necessary to the site's existing relatively flat topography. The proposed buildings will be compatible in size and scale with surrounding structures.

Therefore, staff believes that this PUD finding can be made.

6. Whether adequate public safety measures have been incorporated into the design of the plan:

The public improvements associated with this project would be consistent with City design standards. The driveway entrances are located and configured to provide adequate line-of-sight viewing distance and to facilitate efficient ingress/egress to and from the project site. Adequate access would be provided to all structures for police, fire, and other emergency vehicles. Buildings would be required to meet the requirements of the Uniform Building Code, Fire Code, other applicable City codes, and State of California energy and accessibility requirements. The buildings would be equipped with automatic fire suppression systems (sprinklers).

Therefore, staff believes that this finding can be made.

7. Whether the plan conforms to the purposes of the PUD District:

The proposed PUD development plan conforms to the purposes of the PUD district. The primary purpose of the PUD district is to allow flexibility in the development of projects that the City determines are in its best interest. Staff believes that the proposed project implements a key component of the Specific Plan approved by City Council on August 24, 2010. The project is also consistent with the General Plan. Moreover, input from the adjacent property owners and tenants has been sought and obtained through a Planning Commission work session; further opportunity for public comment will occur at the Planning Commission and City Council hearings.

Therefore, staff believes that this finding can be made.

VI. PUBLIC NOTICE

Notice of this public hearing was sent to all property owners in Pleasanton that are within 1,000 feet of the Auto Mall site. Staff has not received any comments as of the publication of this report, and will forward to the Commission any public comments received after publication of this report.

VII. ENVIRONMENTAL ASSESSMENT

On August 24, 2010, the City Council certified a Supplemental Environmental Impact Report (SEIR) and adopted the CEQA Findings and a Statement of Overriding Considerations for the Stoneridge Drive Specific Plan Amendment/Staples Ranch. This SEIR was a supplement to the EIR prepared for the Stoneridge Drive Specific Plan Amendment/Staples Ranch Project, which was certified on February 24, 2009.

The project on the Auto Mall site considered in the EIR and SEIR consisted of six buildings totaling 331,000 square feet and 3,270 parking stalls on approximately 37 acres. The CarMax Auto Superstores project was recently approved for approximately 61,772 total square feet on 19.66 of the approximately 37 acre Auto Mall site. The subject project entails development of approximately 31,792 square feet on the remaining 16 acres. For comparison purposes, the 16 acre site is approximately 43% of the total 37 acre Auto Mall site; 43% of the 331,000 square feet considered in the EIR and SEIR yields 142,330 square feet. Therefore, up to

142,330 square feet of development could occur on the subject 16 acre site, subject to the assumptions and mitigations of the EIR and SEIR. The square footage of the subject Chrysler-Jeep-Dodge dealership falls well within the development envelope assumed in the EIR and SEIR. Approximately 110,538 square feet of future development on Lots 2 and 3 could occur without triggering supplemental environmental review. Therefore, the project is within the scope of the existing EIR and SEIR. The SEIR included some mitigation measures that needed to be addressed prior to issuance of a building permit for a project (e.g., noise analysis). These mitigation measures have been addressed in the draft conditions of approval for this project.

VIII. CONCLUSION

The subject project would allow the development of an automobile dealership on approximately 16 acres of the 37-acre Auto Mall site within the Staples Ranch development. Staff finds the use consistent with the General Plan, the Stoneridge Drive Specific Plan Amendment/Staples Ranch, and the Planned Unit Development – Commercial zoning designation for the site. The facility would provide another option for purchasers of cars within Pleasanton, the Tri-Valley region, and the San Francisco Bay Area.

IX. STAFF RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. Find that the previously prepared EIR and SEIR, including the adopted CEQA Findings and Statement of Overriding Considerations are adequate to serve as the environmental documentation for this project and satisfy all the requirements of CEQA;
2. Find that the proposed PUD development plan is consistent with the General Plan;
3. Make the PUD findings for the proposed development plan as listed in the staff report; and
4. Adopt a resolution recommending approval of Case PUD-106, PUD Development Plan, subject to the conditions of approval listed in Exhibit A, and forward the applications to the City Council for public hearing and review.

Staff Planner: Shweta Bonn / (925) 931-5611 / sbonn@cityofpleasantonca.gov

P14-0924/PUD-106, John Gutknecht for Habitec Architecture

Work Session to review and receive comments on applications for: (1) an amendment to the Stoneridge Drive Specific Plan Amendment/ Staples Ranch (P14-0924) to allow vehicular ingress to the subject site from El Charro Road; and (2) PUD Development Plan (PUD-106) for construction of an automobile dealership consisting of an approximately 31,792-square-foot building with a 2,175-square-foot service canopy and 1,250-square-foot car wash, and related site improvements on the Auto Mall site at Staples Ranch. Zoning for the property is PUD-C (Planned Unit Development – Commercial) District.

Shweta Bonn presented the staff report and described the scope, layout, and key elements of the proposal.

THE PUBLIC HEARING WAS OPENED.

John Gutknecht, Habitec Architecture, Applicant, stated that staff did a good job of explaining the project in its staff report. He indicated that he did not plan to say anything and was present to listen to what the Commission had to say as far as suggestions and things they are doing well with the project and things they can improve on.

David Preiss, representing Vulcan Materials Company (Vulcan), referred to Ms. Bonn's statement that Vulcan had contacted the City when it learned of this proposal. He indicated that he had no issue with the auto dealership but wanted to provide some background about the Pre-Development and Cooperation Agreement which was entered into by the Cities of Pleasanton and Livermore, the Alameda County Surplus Property Authority, and Vulcan Materials Company in 2007 after years of negotiation. He stated that Vulcan owns El Charro Road as its private access road to reach its mining operations on Stanley Boulevard, some owned by Vulcan and others essentially leased through Pleasanton Gravel and the Jamieson Company. He noted that the Agreement was a very successful effort to open up these entire quadrants for development by reaching an accord as to how consumer and regular traffic could be mixed with the heavy truck traffic that accesses the quarry. He further noted that the Agreement included, in part, very specific details on how El Charro Road and the new improvements to Stoneridge Drive and on the Livermore side would be designed and constructed with no additional access taken on or off of El Charro Road other than the intersections, with one exception that dealt with the southern end of this property in the event there was a commercial portion much farther south on El Charro Road. He added that the Agreement also discussed one emergency vehicle access (EVA).

Mr. Preiss stated that basically, he would like to make sure that the Commission understands that under the Agreement, additional access off of El Charro Road requires not only the consent of all the parties to the Agreement but also an amendment to the Agreement. He pointed out that is not about putting one party's interests over the other but for safety concerns.

Mr. Preiss stated that Vulcan had some concerns regarding exactly why this additional access is being requested, what the need for it is, and why the City of Pleasanton would go

to an amendment of its Specific Plan even before this had been worked out among all the parties to the Pre-Development and Cooperation Agreement. He indicated that this is why Vulcan has requested an opportunity to sit down with staff and the applicant to really understand what is being proposed here in terms of design and safety and making sure it works, and to have full information and disclosure prior to the City of Pleasanton taking any action on the proposal.

Mr. Preiss thanked staff for its response to his email. He indicated that he has worked with a lot of Pleasanton staff over the years and noted that Pleasanton has an excellent staff. He added that he would be glad to answer any questions and that Vulcan is looking forward to responding to this proposal in a proper manner.

THE PUBLIC HEARING WAS CLOSED.

Commissioner Piper stated that she drove down El Charro Road today and noted that it is a short distance between the freeway off-ramp and the right turn into the Auto Mall from Stoneridge Drive. She indicated that there must have been some pretty compelling reasons why it was not approved the first time around and requested some background on that. She added that it seems like it made a whole lot of sense to have an access there so the dealership can be accessed more quickly.

Mr. Dolan stated that the applicants talked to staff about the project and expressed an interest in having an access there, and staff's first reaction was that, first, the Specific Plan did not allow it; and second, there is a private agreement that was put into place, as accurately described by Mr. Preiss. Mr. Dolan continued that the applicants then inquired what they would have to do if they wanted that access, and staff replied that they would have to get a Specific Plan Amendment and an amendment to the Pre-Development and Cooperation Agreement; and the applicants included this in the application they submitted.

Mr. Dolan stated that the City cannot approve this proposal without a Specific Plan Amendment and without the approval of all parties to the Agreement. He added that staff is not necessarily in favor of the additional access, and Mike Tassano, City Traffic Engineer, actually expressed some concerns about it, particularly as originally proposed. He requested Mr. Tassano to explain his concerns about safety and how the access is designed to at least minimize safety concerns.

Mike Tassano added a third reason that the General Plan discourages arterials from having new driveways. He stated that when the applicants brought this request forward, his initial reaction was a straight-forward "No." He indicated that it just does not make sense because this section of El Charro Road is very short from the freeway to the free-flowing right-turn lane that goes all the way up to the signal onto Stoneridge Drive. He noted that the applicants were pretty adamant that the access would help their business to have some sort of quick access there, and Mr. Tassano replied that the City would contemplate an "in-only" access as long as there was a design that moved the right-turn vehicles out of the southbound right-turn lane, giving them another additional pocket. He stated that he did not want to limit the applicants' business plan, and the "in" is what they are looking for; they

want to get people in there and buy a car, and it is probably fine with them if it takes longer for the customers to get out. He added that the design still looks strange and is not one that he has really seen before; however, there are several locations where vehicles come off the freeway and make a right turn into a property.

Mr. Tassano stated that one of the things he wanted to stay away from was a “right-turn out.” He indicated that a lot of auto dealerships most likely have a regional draw, so if the customers want to leave the property to get back to the freeway, what they would do is go across all those lanes to get into that triple left-turn lane, which is illegal but would probably still be done. He noted that the City does have a traffic study moving forward to see how that changes some of the circulation and what some of the safety elements are. He added that staff has asked the consultant to do additional study on a right-turn lane with another right-turn pocket, and he will look at other locations where this may have worked well.

Mr. Dolan added that the access is not necessarily only for the benefit of the current applicants. He noted that there are two other sites in the area that are not yet taken, and the applicant will be initially developing five acres in the back that would make the future acquisition and development of those other two locations more attractive to a future dealership or some other use that might want similar access. He stated that staff will figure out, following the traffic study, what its ultimate recommendation will be, but in the meantime, this is part of the application, and it cannot be ignored.

THE PUBLIC HEARING WAS REOPENED.

Massoud Modjtchedi, ASE Construction Management, in response to Commissioner Piper’s earlier question why the access was not originally approved, stated that, to the best of his knowledge, the previous applicants had never asked for access from El Charro Road. He indicated that staff should know that better than he would.

Commissioner Piper clarified that she was not implying that it was rejected but was asking why it was not originally planned for.

Mr. Modjtchedi stated that nobody had requested that before and that this is the first time that request was made. He noted that they were looking at the 16-acre lot with having only one access from a side street, so for obvious reasons, it was very important in terms of marketing to have that access from El Charro Road. He continued that with that being said, they made sure that the public safety is well thought-out, and that is the reason why they are hiring this consultant to make sure that they can take care of any issues as soon as possible. He emphasized that this is for ingress only; there are no exits. He added that they are dedicating some of their land to make the exit line wider so there is no through-traffic that would be obstructed by slowing down the cars at that intersection.

THE PUBLIC HEARING WAS CLOSED.

Commissioner Balch referred to the site plan and noted that the proposed ingress off of El Charro Road would bisect Lot 3. He inquired if the parking lot to the south of Lot 3, on

the corner of Stoneridge Drive and El Charro Road, would be part of the Lot 3 property and not of Lot 2.

Ms. Bonn replied that the applicant can correct her if she is mistaken, but she believes it is intended for Lot 3 in the future.

Commissioner Balch inquired if there is any way to have an ingress into the property off of Stoneridge Drive approximately where the property line between Lot 2 and Lot 3 is.

Mr. Dolan replied that the applicant asked for that too. He referred the question to Mr. Tassano.

Mr. Tassano confirmed that the applicants did ask for that ingress as well and that it was part of his concession to give them at least one, which he thought is probably not a good place either but would be the lesser of the two evils. He explained that upon exiting the freeway heading towards Pleasanton, vehicles would make a southbound right turn onto El Charro Road and start to accelerate and change lanes. He pointed out that those who do not want to go to the Auto Mall would then be looking over their left shoulders for bikes and other vehicles and would not necessarily be looking for some other vehicle in front of them heading toward the Auto Mall to slow down to make a right turn into a driveway right before the actual signal. He added that someone coming from Livermore would be in the same position with vehicles driving across right after they pass the island to get in and turn right into the driveway off of El Charro Road as opposed to going right up to the signal where everyone expects the movements to be. He indicated that he was more concerned with this ingress off of El Charro Road, and there was no amount of convincing for him on that one.

Commissioner Balch asked Mr. Tassano if, in his opinion, the ingress from Stoneridge Drive referred to as the lesser of two evils could be designed as a safe ingress into the property.

Mr. Tassano replied that he thinks it is possible. He explained that the design speeds are lower there, and there is a traffic signal. He continued that a lot of vehicles coming off of the freeway would be traveling at normal speeds and getting into that right-turn lane; if they just want to go to Pleasanton, it should not cause so much of an issue if the car in front of them slows down and moves over to the additional right-turn lane that would clearly be an Auto Mall entrance.

Commissioner Balch stated that he does not recall seeing on the bike/pedestrian plan that this is an area that has a trail connection point to Dublin, as Stoneridge Drive has to Livermore.

Mr. Tassano replied that one of the difficulties with any overcrossing is that Caltrans has some restriction on what it will and will not allow. He noted that, for example, Pleasanton tried to design a bike lane going northbound up over El Charro Road; however, because Caltrans has a right-turn lane that gets onto the freeway and another one that has an option

to turn right, a vehicle in the far right-turn lane can get on the freeway, but a vehicle on the second lane in can either go right or straight through. He added that Caltrans prohibits any bicycle markings with that type of design.

Mr. Tassano continued that the southbound direction has its own kind of constraints: coming over the freeway, there is a right-turn trap where that bicyclist will be, so there is nothing identified there for a bike/pedestrian. He noted that tackling those difficult intersections or interchanges is one of those things that the bike/pedestrian master plan will have to address.

Commissioner Balch then referred to the East Pleasanton Specific Plan process and noted that there is some type of plan being proposed there, with additional vehicular traffic theoretically on El Charro Road and only one lane currently, a dedicated southbound lane.

Mr. Tassano said that was correct.

Commissioner Balch asked Mr. Tassano if, in his opinion, this would become a two-lane southbound through intersection and if there is enough room for that even with this ingress into Lot 3.

Mr. Tassano said yes. He stated that the intersection is fully constructed and there are some striped-out areas which can be ground out into two southbound through lanes and a right-turn trap lane. He added that where there is not enough room for the additional right-turn pocket off of the freeway, and the applicants have indicated that they are donating that extra space to the City to get out of the actual southbound right-turn lane.

Mr. Dolan reminded the Commission that even if the City decides it is a good idea, there is still the private agreement plus other people to convince that it is a good idea.

Noting that the private agreement dealt originally with truck safety, Acting Chair Allen asked Mr. Tassano if he knew roughly how many trucks come through this area per hour.

Mr. Tassano replied that he does not have that off the top of his head but that it is several hundred. He indicated that there are people from the gravel sites in the audience, and they could probably tell. He stated that the problem he has with counting them with hoses is that the trucks are a lot stronger than the hoses. He added that they now have cameras up there counting vehicles, but his staff has not yet discriminated between trucks and cars.

Commissioner Piper noted that the staff report states on page 10 that the service areas would face Stoneridge Drive and would be visible until the landscaping to the south of the building matures; and on page 7 that the conceptual landscaping plans shows views of the landscaping at initial planting and with ten years of growth. She inquired if these two statements are related and that it would take ten years for the landscaping to mature.

Ms. Bonn replied that these are two distinct things. She explained that the renderings show what the planting would look like immediately after planting and then after ten years of

growth. She displayed the slide showing the view from the freeway off-ramp of the rollup doors on the south façade facing Stoneridge Drive and pointed out that the area behind those rollup doors would be visible from Stoneridge Drive until the landscaping proposed along the southern boundary of that five-acre lot matures or until a future building to the south is constructed.

Commissioner Piper inquired how long it would take for those trees to mature so the roll-up doors would not be visible.

Ms. Bonn replied that 24-inch box trees are proposed. She stated that she does not remember the tree species but that the landscape architect who is present tonight may be able to give a more precise answer.

Mr. Dolan stated that a new dealership or some other use will ultimately come in in front of the proposed building and will block it, but in the interim, at least some of the trees will have to be selected for their fast-growing capability.

The Commission then proceeded to discuss the Work Session topics.

A. *Are the on-site circulation, parking layout, and positioning of the building acceptable?*

Commissioner Balch inquired if the on-site circulation will include the entire 16 acres and not just the applicants' Lot 1.

Mr. Dolan said yes. He explained that the first one will be built exactly as proposed, but staff wants to make sure that the City is approving a site plan for Lot 1 that would work with the development of the rest of the site. He noted that the applicants designed the entire area with the anticipation of future users, and they have come up with a plan that staff agrees works for all three users. He added that when some individual user comes forward and has its own sort of corporate idea of which way it wants to face and things like that, the City might end up having to amend the more conceptual portion to accommodate a specific user.

Commissioner Balch stated that in terms of specifically Lot 1 and the building being proposed, his primary comment about the circulation is he thinks it is generally good; the one comment he has is in looking at one of the plans of the path of travel where a vehicle would go on a 90-degree right turn and then an immediate 90-degree left turn to get into the dealership. He expressed concern that it would mean rotating the steering wheel both ways quite far right at the entry. He indicated that he understood it is probably designed to slow vehicles down and give them direction as to where to go, but he considers that a pretty significant direction change. He added that the applicants might find that they do not like it after they build it, and it could be addressed by lopping off that corner.

Commissioner Balch stated that in terms of the building placement and the rest of the circulation, the design looks like a car dealership so it makes sense and he has no

problems with it. He noted that it has pretty good ingress and egress and that he is comfortable with that. With respect to Lot 2 and Lot 3, he indicated that he is a little concerned that the parking lot at the corner of Stoneridge Drive and El Charro Road is given to Lot 3, as people will be parking at Lot 3 and then walking to see cars across the primary ingress off of El Charro Road. He stated that it might be something to be looked at to make sure it is safe or to mitigate.

Regarding Lot 2, Commissioner Balch stated that he thinks it is well placed on the corner and that the applicants have done a fair job looking at that. He concluded that looking at all three, he thinks the difficulty would be getting to Lot 3 from the CarMax shared line. He noted that looking at the southern portion of Lot 1 which is also the northern portion of Lot 2, going to Lot 3 seems tight if that is going to become the primary entry for Lot 3 if there were no ingress from El Charro Road.

Commissioner Piper stated that it looked good and that she has no additional comments as she has a very limited knowledge of car dealerships.

Acting Chair Allen stated that it looked good and that Commissioner Balch raised some good questions. She agreed that people who go to an auto lot generally park and then walk to all the places. She asked what the pedestrian route is and if there is some kind of overlay circulation for pedestrians, and what that flow would look like in a way that would be safe.

Commissioner Balch commented that the applicants have done a good job between Lot 1 and Lot 2, where the parking for Lot 1 is designed so people specifically go to the Lot 1 dealer and not to another dealer; however, getting to Lot 3 through the CarMax entry off of Stoneridge Drive is a concern or something that needs to be looked at.

B. Does the Planning Commission support the Specific Plan Amendment to allow vehicular ingress from El Charro Road, subject to agreement by parties of the Pre-Development and Cooperation Agreement?

Commissioner Piper stated that she has mostly shared her thoughts on this and that it sounds like making those decisions are a bit far anyway. She indicated that she is very curious as to see how that traffic study goes.

Commissioner Balch asked Commissioner Piper if she would support the applicants' request for the ingress if they wanted it.

Commissioner Piper noted that the applicants want it.

Acting Chair Allen asked Commissioner Piper if she would support it if the parties agreed to it.

Commissioner Piper replied that she certainly would support it if everyone agreed and the traffic study stated it was safe. She stated that it makes sense why the applicants would

want that as it would be a lot to turn and then turn again to get into their car dealership. She pointed out that the whole idea of having a dealership right on the freeway is so people who drive by can get off the freeway and right into it; she just wants to ensure the safety of other vehicles.

Acting Chair Allen inquired where the exit would be.

Commissioner Balch stated that after hearing Mr. Tassano about how it could be designed safely, he is tentatively fine with it coming to fruition. He indicated that he also drove it and remembers it being a short distance between getting off the freeway and already being at Stoneridge Drive. He added that the other thing that threw him off a little bit when he drove it was that there was a lot of trucks traveling it at the time and a lot of people getting over to those left-turn lanes to get into the outlets. He noted that it is a little busier for all of this to come together, so he tentatively could see going forward with it. He indicated that he fully understands the desire for it, but it has to be safe to get there.

Acting Chair Allen stated that she agrees it makes sense from the applicants' perspective, and the key is to have a safe design that Mr. Tassano approves of and that all parties to the agreement support. She indicated that if all that happened, she would be in support of it unless a surprise came up somewhere else.

Commissioner Balch stated that Mr. Preiss' concern is valid. He agreed that Vulcan travels that road quite extensively, so it needs to not be hindered and to have safe access. He noted that he is sure Mr. Tassano would address that.

C. Are the building design, colors and materials, and height acceptable?

Commissioner Balch stated that he knows branding plays a big factor in the color, design, and materials and that he is quite fine with these in general and finds them pretty standard compared to similar dealerships. He added that his only comment, and that is because he has been blinded by it before, is that he noticed this aluminum which is only on the northern, eastern, and western facades of the building, and with that not being on the southern side is good as it will not be blinding people walking towards the building with the sunlight. In terms of the height, he stated that staff has probably worked through what they find is acceptable and that he has no further comments on that.

Commissioner Piper stated that the design looks very nice, and the building itself looks sharp and clean. She indicated that she is happy to have this in Pleasanton and added that she is good with it as long as they do not put a gorilla on top of the building.

Acting Chair Allen stated that the building looked clean and like a professional car dealership, and the only area she would like to see softened a little bit is on the Stoneridge Drive side. She noted no one knows how long it will take to have another building there, and the south side looked very, very stark with all the service bays. She added that Stoneridge Drive is traveled a lot by both cars and bicyclists, so she would like to see more

trees and landscaping or something that makes the building look more interesting versus so institutional on that side.

Acting Chair Allen then stated that given the current water situation, she would like to see, as this building is designed, a water plan that will use recyclable water as much as possible.

Ms. Bonn stated that the landscaping is being designed with recycled water in mind. She added that the car wash would be required to re-circulate the water that it uses and also be designed to accept recycled water at the time the City's recycled water permit can accept recycled water specifically for car washes.

Commissioner Balch noted that neighbor to the west is on recycled water, and the City of Livermore is providing recycled water. He inquired if the applicants are starting with potable water and then switch to recycled water mid-way.

Mr. Dolan said no; the applicant will be using all recycled water.

Commissioner Balch inquired if water usage will be standard recycled irrigation and potable domestic.

Mr. Dolan replied that was correct.

Acting Chair Allen stated that she is not as knowledgeable as Commissioner Balch on recycled water and inquired whether or not water used for spraying down the asphalt and things like that is recyclable.

Mr. Dolan replied that the hope is that they are not spraying down the asphalt in this day and age, but obviously there will be potable water inside the building to drink, and then the landscaping will be recyclable. He added that all commercial-type car washes now have to recycle their own water.

Commissioner Balch noted that landscaping designs have to be Water Efficient Landscape Ordinance-compliant and inquired if that applies to recycled water as well as potable water.

Mr. Dolan replied that he does not know the answer to that question and will have to look into it. He noted that it is a State law and has to be done, but he is not certain if there is something different for recycled water. He added that this just further limits the landscape species to be used to meet the State requirements because not all species love recycled water.

Acting Chair Allen asked the Commissioners if they have any additional comments.

Commissioner Piper stated she had none.

Commissioner Balch stated that he appreciated the applicants doing a nice job designing their project and thanked them for working with City staff well. He then thanked staff for their hard work on a nice addition to Pleasanton.

No action was taken.

EXHIBIT D

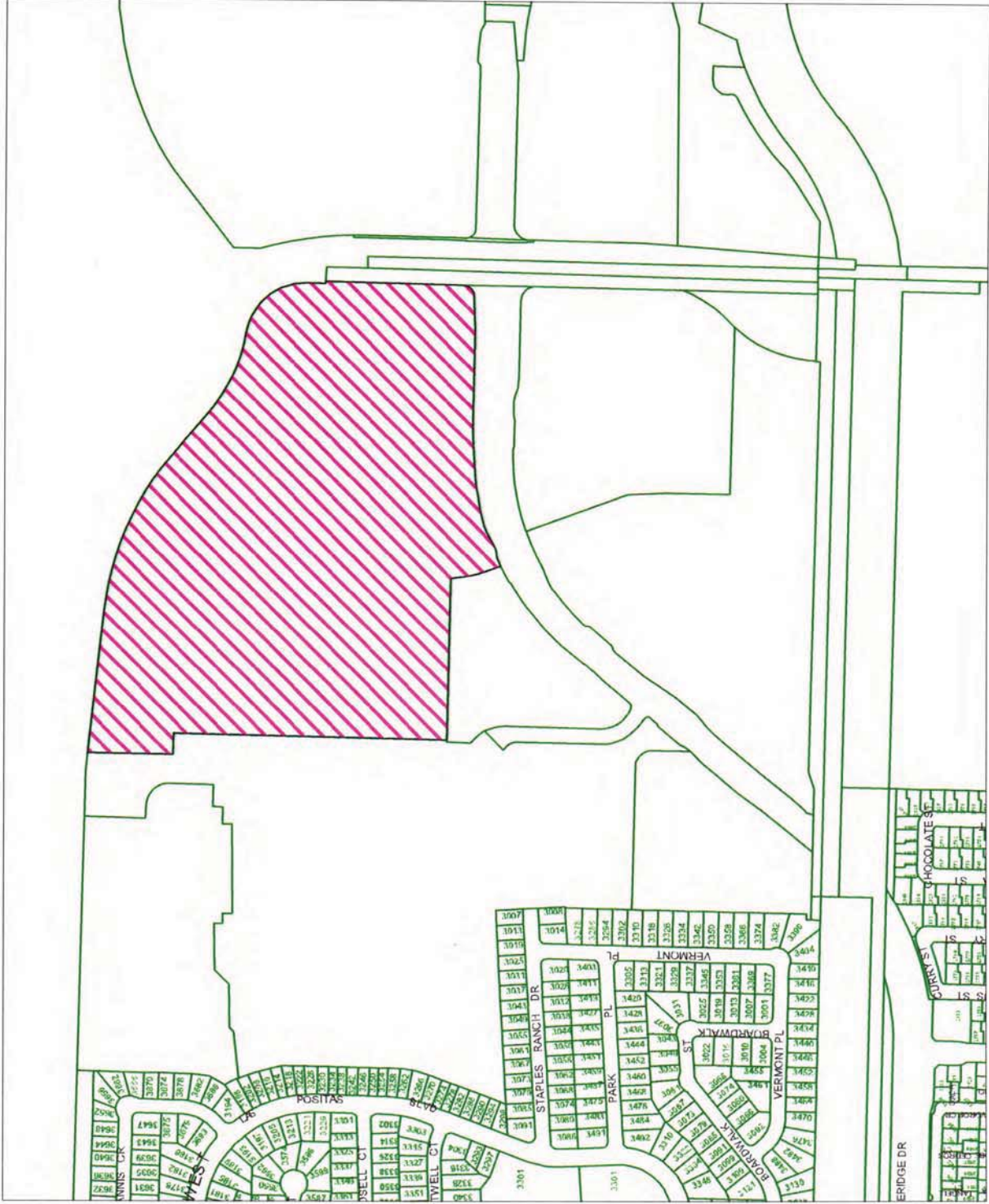
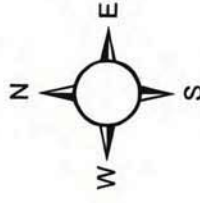
PUD-106

City of Pleasanton

GIS

Department

Chrysler-Jeep-Dodge



PUD-106 (CHRYSLER-JEEP-DODGE)
Planning Commission Hearing August 27, 2014
City Council Hearing September 16, 2014

ATTACHMENT 4
EXHIBIT D

